5 ಸ್ವಂತ ಕಟ್ಟಡಗಳಲ್ಲಿಯೂ, ಉಳಿದ ಕೇಂದ್ರಗಳು ಸಮುದಾಯ ಕಟ್ಟಡಗಳಲ್ಲಿ, ಪಂಚಾಯ್ತಿ ಕಟ್ಟಡಗಳಲ್ಲಿ, ದೇವಸ್ಥಾನ ಮತ್ತು ಶಾಲಾ ಕಟ್ಟಡಗಳಲ್ಲಿ ಕಾರ್ಯ ನಿರ್ವಹಿಸುತ್ತಿವೆ. ಈ ಕೇಂದ್ರಗಳು ಕೇಂದ್ರ ಸರ್ಕಾರದ ಮಾರ್ಗ ಸೂಚಿಯಂತೆ ಕಾರ್ಯ ನಿರ್ವಹಿಸುತ್ತಿವೆ.

ಆ) 1997-98ನೇ ಸಾಲಿನಲ್ಲಿ ಜಿಲ್ಲಾ ಪಂಚಾಯತ್ ಯೋಜನೆಯಡಿಯಲ್ಲಿ ಮಾಗಡಿ ತಾಲ್ಲೂಕಿಗೆ 12 ಅಂಗನವಾಡಿ ಕೇಂದ್ರಗಳನ್ನು ನಿರ್ಮಿಸಲು ನಿರ್ಧರಿಸಿದ್ದು, ತಲಾ 3.60 ಲಕ್ಷ ಹಣವನ್ನು ಈ ಉದ್ದೇಶಕ್ಕಾಗಿ ಒದಗಿಸಲಾಗಿದೆ.

ವಿಷಯ:- ಬೆಂಗಳೂರಿನ ಲಾಲ್‌ಬಾಗ್ ಉದ್ಯಾನವನಕ್ಕೆ ಬರತಕ್ಕ ಪ್ರವಾಸಿಗಳಿಗೆ ಹಾಗೂ ಮಕ್ಕಳಿಗೆ ಮನರಂಜನೆ.

33(74)

ಶ್ರೀ ರಾಮಲಿಂಗರೆಡ್ಡಿ (ಜಯನಗರ):- ಮಾನ್ಯ ತೋಟಗಾರಿಕೆ ರಾಜ್ಯ ಸಚಿವರು ಈ ಕೆಳಕಂಡ ಪ್ರಶ್ನೆಗಳಿಗೆ ದಯವಿಟ್ಟು ಉತ್ತರಿಸುವರೆ:-

ಅ) ಬೆಂಗಳೂರಿನ ಲಾಲ್‌ಬಾಗ್ ಉದ್ಯಾನವನಕ್ಕೆ ಬರತಕ್ಕ ಪ್ರವಾಸಿಗರಿಗೆ ಹಾಗೂ ಮಕ್ಕಳಿಗೆ ಮನರಂಜನೆ ಒದಗಿಸಲು ಸರ್ಕಾರದವರು ಕೈಗೊಂಡಿರುವ ಕ್ರಮಗಳೇನು;

ಆ) ಇಲ್ಲದಿದ್ದಲ್ಲಿ ಈ ತೋಟದ ಒಂದು ಭಾಗದಲ್ಲಿ ಮಕ್ಕಳ ಮನರಂಜನಾ ಸಂಕೀರ್ಣವನ್ನು ಪ್ರಾರಂಭಿಸಲು ಸರ್ಕಾರದವರು ಪರಿಶೀಲಿಸುವರೆ?

ಶ್ರೀ ಡಿ.ಟಿ. ಜಯಕುಮಾರ್ (ತೋಟಗಾರಿಕೆ ರಾಜ್ಯ ಸಚಿವರು):-

ಅ) ಲಾಲ್‌ಬಾಗ್ ಉದ್ಯಾನವನವನ್ನು ಒಂದು ಸಸ್ಯ ತೋಟ (ಬಟಾನಿಕಲ್ ಗಾರ್ಡನ್) ಎಂದು ಪರಿಗಣಿಸಿರುವುದರಿಂದ ಮನರಂಜನೆ ಸೌಲಭ್ಯಗಳನ್ನು ಒದಗಿಸಲು ಅವಕಾಶವಿರುವುದಿಲ್ಲ.

ಆ) ಇಲ್ಲ.

ವಿಷಯ:- ಸಾರಿಗೆ ಇಲಾಖೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಸಿಂಧ್ಯಾ ಸಮಿತಿ ನೀಡಿರುವ ವರದಿ.

34(269)

ಶ್ರೀ ಜಿ.ವಿ. ಶ್ರೀರಾಮರೆಡ್ಡಿ (ಬಾಗೇಪಲ್ಲಿ):- ಮಾನ್ಯ ಸಾರಿಗೆ ಸಚಿವರು ಈ ಕೆಳಕಂಡ ಪ್ರಶ್ನೆಗಳಿಗೆ ದಯವಿಟ್ಟು ಉತ್ತರಿಸುವರೆ:-

ಅ) ಸಾರಿಗೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಸಿಂಧ್ಯ ಸಮಿತಿ ನೀಡಿರುವ ಮುಖ್ಯ ಶಿಫಾರಸ್ಸುಗಳೇನು;

ಆ) ಈಗ ರಾಜ್ಯ ಸರ್ಕಾರವು ಜಾರಿಗೆ ತರಬೇಕೆಂದಿರುವ ಕ್ರಮಗಳು ಸದರಿ ಸಮಿತಿಯ ಶಿಫಾರಸ್ಸುಗಳಿಗೆ ವಿರುದ್ಧವಾಗಿಲ್ಲವೇ;

ಇ) ಸಿಂಧ್ಯ ಸಮಿತಿ ಶಿಫಾರಸ್ಸಿಗೆ ವಿರುದ್ಧವಾಗಿರುವ ಕ್ರಮಗಳನ್ನು ಸರ್ಕಾರವು ಕೈಬಿಡುವುದೇ?

ಶ್ರೀ ಪಿ.ಜಿ.ಆರ್. ಸಿಂಧ್ಯ (ಸಾರಿಗೆ ಸಚಿವರು):-

ಅ) ಸಿಂಧ್ಯರವರ ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ವಿಧಾನಸಭೆ ಹಾಗೂ ವಿಧಾನ ಪರಿಷತ್ ಸದಸ್ಯರನ್ನೊಳಗೊಂಡಂತೆ ನಿಯೋಜಿಸಿದ ಸಮಿತಿಯು ಕರ್ನಾಟಕ ರಾಜ್ಯ ರಸ್ತೆ ಸಾರಿಗೆ ಸಂಸ್ಥೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಒಟ್ಟು 32 ಶಿಫಾರಸ್ಸುಗಳನ್ನು ಮಾಡಿದ್ದು, ಸದರಿ ಶಿಫಾರಸ್ಸುಗಳ ಪಟ್ಟಿಯನ್ನು ಅನುಬಂಧ 'ಅ' ನಲ್ಲಿ ಲಗತ್ತಿಸಿದೆ.

ಆ) ಇಲ್ಲ.

ಇ) ಉದ್ಭವಿಸುವುದಿಲ್ಲ.

Starred L.A. Question No. 269 by Sri G.V. Ramareddy.

Annexure

1. The committee recommends abolition of the post of Regional Managers who are not accountable to the corporate office on profit or loss of their regions and whose duties are only supervisory and advisory.

2. The Depot Manager is the most important person and the depot is the nerve centre of all operations and is the backbone of corporation. The depots should be headed by the Depot Manager of sufficient seniority and should be delegated with adequate powers. At present either fresh graduates with short term training or Assistant Mechanical Engineers are posted as Depot Manager. The committee recommends that the depot manager should be of the rank of a Divisional Mechanical Engineer and should be assisted by an Assistant Traffic Manager on the traffic side and Assistant Mechanical Engineer on the mechanical side and the depots should be strengthened.

3. The committee recommends that there is scope for improvement in physical performance in areas like fleet utilisation, vehicle productivity and fuel efficiency.

In financial performance the committee recommends that the staff cost should be reduced K.M.P.L. performance should be improved expenditure on tyres and tubes should be reduced.

4. The committee recommends that the depreciation level which is low at present requires to be raised.

The committee recommends that taxes levied on passenger vehicles owned by the corporation under Karnataka Motor Vehicles Taxation not 57 should be on par with the rules of tax levied on similar vehicles owned by private operators and the tax levied in respect of vehicles owned by the corporation and used exclusively in cities and towns and on routes of length less than 100 kilometres should be at a lower rate than levied on vehicles used on other routes.

6. The losses incurred by the K.S.R.T.C. because of the concessional travel facilities extended to students and other categories of commutors should be reimbursed in full by the government. However, the subsidy granted should not undermine the motivation of the employees to be efficient and the management should also relay on their management skills to improve the efficiency and reduction in losses.

7. The committee recommends that clandestine and parallel operations on the nationalised routes should be put down with a strong hand by the government and the various provision provided under the motor vehicles act 1988 and rules made thereunder to curb such operations should be rigidly enforced.

8. The committee recommends that there should be effective check on pilferage by conductors. The existing system of checking is neither producing adequate results nor assertive control through meaningful management information system for this purpose obtained. A different approach through constant and effective check on one hand and a corrective education through training in skills and attitudes on the other hand are needed to cope up with this constraints.

9. The committee recommends bifurcation of K.S.R.T.C. by making B.T.S. as its subsidiary corporation and by establishing two more subsidiary corporations (1) at Hublic and (2) at Gulbarga under Section 17-A of the Road Corporation Act, 1950.

Question of making these subsidiary corporations into independent corporation under section 3 of the said act can be examined after the proposed subsidiary corporations become commercially viable.

10. The committee recommends that the policy of nationalisation must continue. However if further nationalisation is not possible the committee recommends that the K.S.R.T.C. can consolidate pace of nationalisation already achieved than to proliferate further since this will help to optimise the existing resources. The committee is against any de-nationalisation.

11. The committee recommends for capital contribution into equity and also recommends to the government to consider a one time allocation of funds also to the corporation to replace over-aged fleet and to consider establishment of an apex financing body like Transport Development Finance Corporation to support long time funding objectives of the corporation.

12. The committee recommends immediate constitution of a fare fixation body or a tariff committee with a retired High Court Judge or an expert in the transport field as Chairman with Transport Managers and Transport Economists as members and representatives of the commuters or passengers which can workout an escalation formula for rising fares to cover increase of prices like diesel, tyres and rise in cost of living index so as to provide a national basis for fare increases.

13. The Committee recommends for augmentation of the fleet of BTS to meet the needs of the public of Bangalore and improvement in the quality of service.

14. The committee recommends need for widening of routes construction of grade separators and fly overs in Bangalore city. The committee also recommends construction of well illuminated pedestrain subways.

15. To disuade use of cars and two wheelers and to reduce congestion on city routes and to improve free movement of buses the committee recommends not only confort linked passenger services but also creation of car free zones or two wheeler free zones on anterial roads incentral business districts and to overcome urban transport crisis methods like road pricing, area licensing and land use control should be considered. ceiling limit should be imposed on the grant of autorickshaw cab permits for operation in Bangalore city.

16. Routes and stages should be rationalised.

17. Divisional Advisory Committees should be revived for citizens participation in planning and operation of services.

18. The committee recommends for improvements in passenger information system like time tables, fare changes, fare tables, operational charges etc. to help the passengers and to improve marketing.

19. The committee recommends introduction of parcel service in KSRTC to augment revenue.

20. The committee recommends improvement of labour relations and inclusion of labour representatives in the board.

21. The committee recommends constitutional of one central recruitment board on the lines of banking services recruitment board which should undertake recruitment for various cadres for the parent corporation and the subsidiary corporation.

22. The committee recommends that merit should be the criteria for appointment and promotions subject to reservation policies of the Government of Karnataka.

23. The committee recommends that selection of drivers, conductors and mechanics should be on results of qualifying examinations subject to physical fitness.

24. Selection of supervisory staff and managerial staff

should be both by direct recruitment and promotion. Recruitment for managerial cadre should be based on a competitive examination.

25. The committee recommends for organising systematic and objective training not only at induction stage but also in service training and to utilise the services of CRTI in this behalf to the maximum extent.

26. Management trainees should undergo a foundation course immediately after selection and further they should be imparted on the job training in various departments.

27. The supervisory staff should be deputed for training programmes organised by vehicle manufactures and the managers should be deputed to training courses at specialised institutions at regular intervals.

28. Full fledged training centres should be established for workers.

29. Refresher courses should be organized for drivers to improve their driving skills and abilities with emphasis on defensive driving and prevention of accidents.

30. Confidential reports or service Records of the employees should be maintained properly and a committee of experts from K.S.R.T.C. and outside should be constituted to review the service records.

31. The committee recommends to take stringent action against the incompetent and inefficient employees of the corporation.

32. Action should be taken by the corporation to enforce discipline and to protect the interest of the organization.